



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Request for Four-Way-Stop at Century Boulevard and Scarborough Drive

MEETING DATE: February 15, 1995

PREPARED BY: Public Works Director

RECOMMENDED ACTION: No action.

BACKGROUND INFORMATION: At the Mayor's request, the following item is being presented to the City Council in response to the attached letter (Exhibit A), published in January's Letters to the Editor section of the *Lodi News Sentinel*. This letter refers to vehicle and pedestrian accidents at the intersection of Century Boulevard and Scarborough Drive. Following is a recap of studies and actions performed at this intersection, an update of accident history and traffic volumes, and discussion and recommendations.

Previous Studies and Actions

The City has performed studies and taken a number of actions at the intersection of Century Boulevard and Scarborough Drive. A list of these studies and actions is attached as Exhibit B.

Vehicle/Pedestrian Accidents and Traffic Volumes

Available accident reports from 1991 to the present (four plus years) indicate that there have been seven vehicle and one pedestrian accident occurring at the intersection of Century Boulevard and Scarborough Drive. March 1994 traffic volumes on Century Boulevard and Scarborough Drive were 6,200 and 2,050 vehicles per day, respectively. Per our Intersection Study List (ISL), used to track intersections, the accident rate at this intersection is 0.63 acc/mv. This number represents the number of accidents occurring at the intersection for every one million vehicles using the intersection. This common rating method is designed to equalize intersections since the number of vehicles using each intersection varies. Based on this rating, of the 222 intersections listed on the ISL, 63 have accident rates equal to or higher than the intersection of Century Boulevard and Scarborough Drive.

DISCUSSION: As indicated in the accident data below, there have been an average of less than two vehicle accidents occurring at the intersection per year. The one pedestrian accident, involving a high-school-aged pedestrian struck while crossing Century Boulevard, was the only reported pedestrian accident occurring at this intersection since 1987, when accident tracking first began.

CENTURY BOULEVARD/SCARBOROUGH DRIVE INTERSECTION

<u>Accidents</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995 (Jan)</u>	<u>TOTAL</u>
Vehicle	1	1	2	3	0	7
Pedestrian	0	0	0	0	1	1

APPROVED: _____

THOMAS A. PETERSON
City Manager



recycled paper

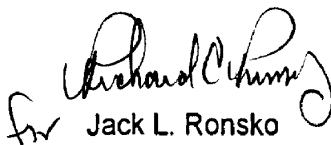
In regard to the request for crossing protection for high school as well as elementary school students, the City uses State of California, Department of Transportation guidelines when determining locations for adult crossing guards. These guidelines do not recommend adult crossing guards for high school students. Some of the reasons why these guards are used only at elementary school crossings are that the peripheral vision of young children is not fully developed, they are generally smaller in stature, therefore less visible to drivers, and may lack the perception and judgment needed to determine when to cross the street. High school students, many of whom are driving age, should have these characteristics. The City is currently funding a crossing guard at the intersection of Century Boulevard at Scarborough Drive for Beckman Elementary School students. The schedule for this crossing guard is from 7:25 to 7:50 a.m. and 2:15 to 2:45 p.m., school days only. Just because the guidelines are only applied to elementary school crossings does not mean an adult crossing guard will not cross a high school student if the student desires.

RECOMMENDATION: Current accident and volume data still does not satisfy Caltrans guidelines for the installation of multi-way stop controls at this intersection (Exhibit C). In addition, the traffic volume split at Century Boulevard and Scarborough Drive (75 percent and 25 percent, respectively) is not ideal for a four-way stop control. The volume split at four-way stops should be about equal, with a maximum split being 60/40. Studies show that poor volume splits can lead to an increase in traffic violations and accidents because drivers on the major street (street carrying the majority of vehicles) will lose respect for the stop sign since the majority of time they will be stopping even though there is no cross traffic.

The City is, and has always been, very concerned about the safety of pedestrians; however, the fact is the needs of pedestrians and drivers are diverse. Since the mix of pedestrians and drivers are here to stay, the idea is to balance the needs of each so they can coexist. Since the pedestrian problem at this location occurs during two short periods of the day, it is not reasonable to place stop signs on Century Boulevard, stopping all vehicles 24 hours a day, particularly given the low number of accidents occurring at the intersection and large volume of vehicles traveling on Century Boulevard as opposed to Scarborough Drive. The adult crossing guard at this location provides assistance crossing Century Boulevard when students are going to and from school, while allowing traffic on Century Boulevard to flow uninterrupted during the remaining times of the day.

Based on the above data, the installation of a four-way stop at this location is not recommended.

FUNDING: Not applicable.


for Jack L. Ronsko
Public Works Director

Prepared by Rick S. Kiriu, Senior Engineering Technician

JLR/RSK/lm

Attachments

cc: Police Chief
Street Superintendent
Associate Traffic Engineer
LUSD Police Services - Biglow
Concerned Citizens

Our readers write

How many accidents are enough?

Editor:

I tried to tell you months ago about the problem with the traffic at Century Boulevard but it has so far taken two kids getting nailed and nine fender benders for any kind of an official public response. I guess it's true about the wheels of government moving slowly, it's just a shame that they have to be greased with blood!

It has become painfully apparent that the emphasis continues to be placed on traffic flow instead of human life. I tried, Mrs. Castalanelli, to get a stop sign at Scarborough and Century but according to law enforcement and the city council it would have interfered with the traffic flow and was not needed because there just wasn't enough traffic to justify the expense. I wish you luck with your request to get one at Dartmoor.

Now, I don't complain without offering suggestions, so, here you are. 1. If the police do not have the labor to control this situation then maybe they can use STARS to do it. 2. The elementary schools have student safety patrols so why not the high schools?

One final thought. It is not only

the mindset of students that need to be changed as far as jay walking is concerned, it is also law enforcement and the city council with regards to their priorities. So what's it going to be? Traffic flow or lives and property. It's only a matter of time before someone is killed. So please don't take too long making up your minds.

William A. Sedgeman
Lodi

Exhibit B

Century Boulevard and Scarborough Drive - Previous Studies and Actions

- ♦ April 1990
 - Studied intersection control in preparation for Beckman School opening. State guidelines for a multi-way stop control not satisfied. Another study to be performed after school opens and traffic patterns are established.
- ♦ August 1990
 - School Districts request for multi-way stop controls. To be included as part of the Beckman School After Study.
- ♦ January 1991
 - School Districts request for Adult Crossing Guard. State guidelines for Adult Crossing Guard satisfied. **City funding for one Adult Crossing Guard approved.**
- ♦ May 1991
 - Citizen request for stop signs on Century Boulevard at Scarborough Drive. State guidelines for a multi-way stop control still not satisfied. Traffic volumes from 1990 study were up slightly but number of correctable accidents dropped from two to zero.
- ♦ December 1992
 - School District request for pedestrian crossing signs on Century Boulevard. **Additional signs installed though not required by Caltrans.**
- ♦ April 1993
 - Studied intersection control as part of Beckman School After Study (after school was opened and established). Traffic volumes from 1990 study were up slightly but number of correctable accidents remained at two (zero correctable accidents in 1991). State guidelines for a multi-way stop control still not satisfied.
- ♦ April 1994
 - Studies intersection control and parking restriction Citizen request for stop signs on Century Boulevard at Scarborough Drive. **Parking restriction limiting height of vehicles within 100 feet of the intersection approved.** State guidelines for multi-way stops still not satisfied.



CITY OF LODI

PUBLIC WORKS DEPARTMENT

MULTI-WAY STOP SIGN
WARRANTS

INTERSECTION OF: CENTURY BOULEVARD and SCARBOROUGH DRIVE
 DATE: FEB 6, 1996 BY: R. KIRIL

Any of the following conditions may warrant a multi-way STOP sign installation.

1. Where traffic signals are warranted and the need is urgent, the four-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

Satisfied _____ Not Satisfied ☒

2. An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a multi-way stop installation in a 12-month period. Types of accidents susceptible of correction include right angle and left turn collisions.

Time period JAN 1994 - DEC 1994

Number of correctable accidents 3

Total number of accidents 4

Satisfied _____ Not Satisfied ☒

3. Minimum volume warrant:

- a. The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day, and

Hour	1-8	8-9	11-12	2-3	3-4	4-5	5-6	6-7	7-8
Major Street	286	282	279	105	417	458	452	240	
Minor Street	202	134	136	168	121	145	150	170	

Highest eight hours _____ a.m. to _____ p.m.

Total volume 4,951 vehicles

Average per hour 620 vehicles

- b. The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same eight hours with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour.

Hour	1-8	8-9	11-12	2-3	3-4	4-5	5-6	6-7	7-8
Minor St Vehs	202	134	136	168	121	145	150	170	
Pedestrians									

Highest eight hours _____ a.m. to _____ p.m.

Average per hour 155 vehicles

Average per hour _____ peds (EST)

Average units per hour _____

Satisfied _____ Not Satisfied ☒

360 PEDESTRIANS (45/HR) NEEDED
TO SATISFY WARRANT

4. When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

85-percentile speed 39 MPH

Satisfied _____ Not Satisfied ☒

A four-way STOP sign installation is a useful traffic control measure when other available means of control are not adequate. It should not be used unless the volume of traffic on the intersecting roads is about equal and is undesirable at low volume intersections.

Traffic major street 75 %

Traffic minor street 25 %

Approved by: P. Hernandez

Warrant Satisfied: yes _____ no ☒

ADOPTED FROM THE CALTRANS TRAFFIC MANUAL MULTI-WAY STOP SIGN POLICY

CITY COUNCIL

STEPHEN J. MANN, Mayor
DAVID P. WARNER
Mayor Pro Tempore
RAY G. DAVENPORT
PHILLIP A. PENNINO
JACK A. SIEGLOCK

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 333-6706
FAX (209) 333-6795

THOMAS A. PETERSON
City Manager
JENNIFER M. PERRIN
City Clerk
BOB McNATT
City Attorney

February 8, 1995

SUBJECT: Request for Four-Way Stop at Century Boulevard and
Scarborough Drive

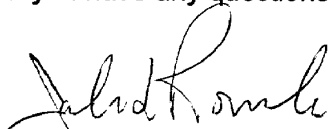
Enclosed is a copy of background information on an item on the City Council agenda of Wednesday, February 15, 1995, at 7 p.m. The meeting will be held in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the regular calendar for Council discussion. You are welcome to attend.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Jennifer Perrin, City Clerk, at (209) 333-6702.

If you have any questions about the item itself, please call Rick Kiriu at (209) 333-6706.



Jack L. Ronsko
Public Works Director

JLR/pmf

Enclosure

cc: City Clerk

BARBARA GILLAM
629 W CENTURY BLVD
LODI CA 95240

BILL SEDGEMAN
615 W CENTURY BLVD
LODI CA 95240

BEV GABRIELSON, PRINCIPAL
BECKMAN SCHOOL
2201 SCARBOROUGH DR
LODI CA 95240

FRANK BIGLOW
LUSD POLICE SERVICES
1305 E VINE ST
LODI CA 95240

JANET HENNINGSEN DOL



LODI UNIFIED SCHOOL DISTRICT

BECKMAN ELEMENTARY SCHOOL
2201 Scarborough Drive, Lodi, California 95240

February 10, 1995

City Council, City of Lodi
P.O. Box 3006
Lodi, CA 95241-1910

Dear Council Members:

Recent accidents and close calls at Century Boulevard and Scarborough Drive have prompted concerns to be raised regarding pedestrian safety at this intersection. The city has addressed this issue previously and has again done a traffic and accident volume report. Although the results do not justify the installation of a four-way stop, the concern is still there.

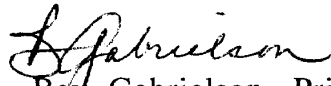
Queries from citizens resulted in high visibility of a motorcycle policeman during peak usage time, and this has made a positive impact. However, the traffic problem is ongoing and will continue.

In a communication to the City Council dated April 20, 1994, Mr. Ronsko indicated that staff would not object to **the installation of a yellow flashing beacon** at the intersection of Century and Scarborough. I ask that you consider this option because of the following reasons:

- 1.. Heaviest traffic times from the high school coincide with the opening and closing hours for Beckman Elementary students.
2. The number of young, inexperienced drivers increases around a high school.
3. Drivers heading east have poor visibility due to the curve in Century Blvd.
4. The adult crossing guard has been narrowly missed by automobiles on three occasions during the past year. (Accident studies do not include this type of statistic.)
4. A flashing beacon is visible from a distance and can alert traffic to slow down.

In the interest of safety for our children, please give this serious consideration. Thank you.

Sincerely,


Bey Gabrielson, Principal

Lodi (209) 331-7410

H-1

First I would like to thank the city council for giving this matter consideration. Also I would like to thank Capt. Jerry Adams and the Lodi Police department for the increased patrolling of the Tokay High and Beckman school areas. Their efforts have made an impact on driver and pedestrian safety. And I would like to thank Tokay High vice principles, Mr. Abel, and Jim Jordan and Beckman principal Bev Gabrielson for their assistance.

Now I understand that a 4 way stop, while desirable, is not a viable solution to this problem.

However, I do feel that there are alternative solutions and I would appreciate the City Council and the Public Works department taking a look at the suggestions that I have given you to see if perhaps some of them can be given consideration.

I would really hate to see the efforts of the Lodi police department go unsupported in this matter. There is a problem in this area as evidenced by the number of citations that have been given out since increased patrolling began. Lodi police cannot be there every day and that is why we need to have more done!

Thank you again and I am sorry that I could not be here tonight to present this to you in person. If you have any questions please call me at 334-5020.

WILLIAM A. SEDGEMAN.

William A Sedgeman

RECEIVED
CITY OF LODI
JUL 15 PM 12:51
JUL 15 1991

① FLASHING YELLOW LIGHT
(PEDESTRIAN ACTIVATED)

② SEQUENTIALLY FLASHING POP UP LIGHTS

FOR INFORMATION CHECK WITH
EUGENE BENTON - DEPUTY DIRECTOR
PUBLIC WORKS TRAFFIC ENGINEERING
CITY OF SANTA ROSA
69 STONEY CIRCLE 95401

③ PEDESTRIAN CROSSING SIGN BE
ALOCATED PRIOR TO CURVE ON
SOUTHWEST AREA OF CENTURY

④ RUMPLE STRIPS PRIOR TO CROSS-
WALK ON CENTURY

⑤ INCREASE CROSSING GUARD TIME
BY 1/2 HOUR IN MORNING

6 CHECK WITH STATE OFFICE OF
TRAFFIC SAFETY FOR OTHER AVAILABLE
INFO. WILLIAM JACOBS - DIRECTOR
CHIEF ENGINEER - KEN LOGAN 916-445-0507